

Falcon

News



2002 FCA Pacific Regional Meet — Hosted by Central California Falcons

Bakersfield/Fresno, CA

April 26-27, 2002

Route 99

Rio Bravo Resort, Lake Ming
Bakersfield, California

Name(s) _____ Phone: _____
Street _____ State _____ Zip _____ Email _____
Registration Fee \$20 _____ After March 30 \$25 _____ Second Falcon \$15 _____ after 3/30 \$20
Entrant releases the FCA and Central California Falcons from all liability. _____

Categories: Stock Unrestored Daily Driver Modified Diamond in the Rough

CCFA reserves the right to change classes as necessary.

Car(s) 19__ Model _____ Category _____

19__ Model _____ Category _____

Registration Total \$ _____

T-Shirts: \$15. (S, M, L, XL) Number & Sizes _____

T-Shirts \$17. (XXL, XXXL) Number & Sizes _____

T-Shirt Total: \$ _____

Awards Banquet: Saturday April 27th 6:00 PM

Number: Tri-Tip & Chicken _____ Stuffed Chicken Breast _____ Baked Cod _____ Vegetarian: _____

_____ Adults \$25. _____

_____ Children (12 & under) \$15. _____

Banquet Total: \$ _____

Grand Total: \$ _____

Make checks payable to: **Central California Falcons.**

204 Ritter Ct.

Bakersfield, CA 93312

Room Reservations:

Ask for Falcon Show Rate, \$70. night by March 27, 2002

Rio Bravo Resort: 888-517-5500 or 661-872-5000

Buck Owens Crystal Palace — Reservations may be made for Friday Night at 661-328-7560.

Reserve 2 months in advance.

Note: **The NSRA Western Street Rod Nationals** are in Bakersfield this same weekend.

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February 2002



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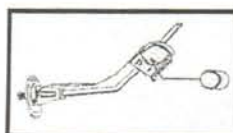
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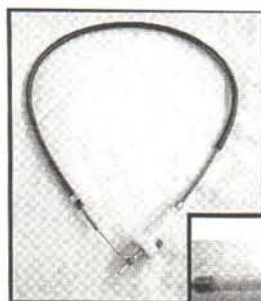


1963 HT/CV Outside
Door Handles



1960-65 Lower Door Panel Trim - S/S or ready to paint

1963-65 Conv. Upper Quarter Trim
Panel Retainer - S/S



1960-63 Heater Switch



Gas Tanks



1963-65 Wire Wheel
Centers & Spindlers



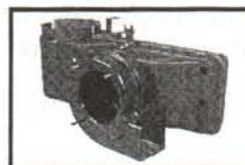
1964-65 New Bumpers
Front & Rear



1964-65 Console Insert -
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Door Hinge Rebuild
Kits



1960-65 Heater Box Assembly



1960-65 Heater Inlet
Collar Clips



1960-65 Transmission
Crossmember C4 or 4 Spee



Chevrons



1960-65 Heater Inlet
Collar



1964-65 Window
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Black Knob



Heater Cores

COMING SOON:

1960-63 Dash Pads

**1962-63 Trunk Lock
Cylinder & Key**

The *National* *Falcon* News



"Harley"
1963 Ford
Econoline
Pick-Up



Jerry and Laura Murphy
Wooster, Ohio



THIRD PLACE WINNER — COVER PHOTO CONTEST

FEBRUARY 2002

Jerry Murphy of Wooster, Ohio is the Photo Contest Third Place Winner with these photos of his unique Falcon; a 1963 Falcon Econoline pick-up with Harley Davidson insignia front and center. In his own words, "WOW! What a cool truck!" He found "Harley" on the Internet and after a few weeks of discussion, the truck was shipped from California to Ohio. Jerry notes, "As sometimes happens, buying "sight unseen" it wasn't quite as nice as I had been told, so it is a work-in-progress with re-wiring coming first." It has a 300 cu. in. 6 cylinder and some Volkswagen additions, including the windshield visor. Jerry says "It's fun to drive and to see peoples' reactions; from mouths hanging open to belly laughs; that's my favorite." He's had it about a year and it joins the rest of the "family" including a 1963 Ranchero, 3 Mustangs, a 1963 VW bug and 1974 Karmann Ghia.

**Do you have a photo of your Falcon
that you think should be on the cover?**

Send it to the Editor with a few paragraphs about the Falcon. Send a SASE if you want your material returned.

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **Falcon National News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@earthlink.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club. See renewal date on mailing label.



Regularly Scheduled Chapter Meetings

Alamo Chapter
2nd Sun - monthly
(210) 545-6693
Pig Stand
1508 Broadway,
San Antonio TX

Blue Ridge Chapter
3rd Sun - monthly
Greer, SC
(864) 879-1060

Capital City Chapter
3rd Sat. - monthly 5PM
Bob's BBQ, Round Rock TX
(512) 832-0544

Carolinas Chapter
1st Mon - monthly
(704) 735-5077
Houlihan's
Univ. Shopping Ctr.

**Central California
Falcons**
1st Tuesday 7:00 PM
Sizzler's at the Ice House,
Fresno, CA, 3rd Thursday
at Bob's Big Boy on
Blackstone.
(661) 588-9468 or
(559) 298-4844

**Early Falcon Car Club
of Victoria, Inc.**
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
4th Sun - monthly
(314) 946-6047

Great Lakes Chapter
3rd Sun - bimonthly
(517) 849-7156

Hoosier Chapter
1st Sun - monthly
Edwards Drive-In.
2126 S. Sherman Dr.
Indianapolis.
(317) 786-1638

Lone Star Chapter
3rd Sun - monthly
(903) 572-9593

Lost Coast Falcons
1st Wed. — 7 PM
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter
1st Fri - monthly
(660) 679-5636

Mile Hi Chapter
3rd Fri - monthly
(303) 857-9360

NE Texas Chapter
2nd Sat - monthly
(903) 759-6850

River City Chapter
2nd Tue - monthly
(916) 725-4110

Sonoma County
1st Thur - monthly
(707) 539-2860

Southeast Chapter
1st Sun - monthly
(770) 483-5249

Space City Chapter
2nd Tue - monthly
(281) 476-4688

Wheat State Chapter
1st Sat. even months
(316) 838-7487

Starting a New Chapter - If you want to explore the possibility of starting or reactivating an FCA Chapter in your area, contact Chapter Coordinator Jan Brown, 4147 WCR 31, Ft. Lupton, CO 80621 — 303-857-9360. Send a notice to the Editor of the Falcon News for publication in the next issue. List your correct address and phone for contact information.

ADDRESS CHANGING?

NOT RECEIVING YOUR NEWSLETTER?
NEED TO RENEW YOUR MEMBERSHIP?

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Her address is on page 2 of every issue of the Falcon National News. Her email address: RubyRTFCA@aol.com

President's Message

Can you believe it? We are only two months away from the start of the car and swap meet season, three months from the first FCA Regional of the year, and only five months away from our Nationals. Will you and your Falcon be ready? I hope you have started to plan your trip(s).

Do plan on attending our 23rd National in Nashville. It will be something to remember! Get your vacation request in now, and it's not too early to make your hotel arrangements, either. If you can't drive your Falcon to the Nationals, be sure to take advantage of one of the many airline specials out there. Plan some sightseeing to and from the show as well as a little extra time in and around Nashville, Tennessee. Carol and I attended the Regional there last May and we are excited about our plans to be there in July, with a little more time to explore, hopefully. There's lots to see and do! Just think, the West Coast one year, then the Northeast the next year, both "firsts" for our Club. Now we get to visit the great state of Tennessee.

This is "heart" month. Remember your favorite Valentine on February 14th! Happy Valentines Day.

Steve & Carol

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FALCON FAMILY FOTOS

Alan Crisman (and family) – Monroeville, Pennsylvania



I recently joined The Falcon Club and I am very proud to say you have a terrific organization. I have driven Fords all my life (I am 52) and am still a kid with all my Fords. I've always had some kind of old Ford in the garage, but now it's a little different.

I got my first Falcon 2 years ago; a 2 door sedan with 35,000 original miles; all stock, 6 cylinder, 3 speed, in reasonable condition. After I cleaned it up and painted it, I was quite content to drive it like that, for a while. Then I dropped an all stock 289 cubic inch 4 speed in it for about six months and that was OK too.

But, now I think I have what I really wanted all along. You will see it in the enclosed picture. I'm hoping you will agree that it is worthy of the Falcon National News.

This photo shows four generations of Ford enthusiasts with 3 Falcons. The 1964 Station Wagon is my dad's (he's 76 years old) and he loves restoring and driving it daily. The 1965 Ranchero is my son's (he's 30 years old). It's a 289 cubic inch 4 speed. My pride and joy, is the 1965 2 door sedan. I recently installed a 351W 4 speed with a straight front axle, and an 8" rear. I love the nostalgia - that's what I wanted to build. I'm not quite done yet. Meanwhile, the 351 is built to the hilt and one awesome street machine. As for the little guy, he's my grandson and a great grandson to my father. Even though he's only 5 years old, he's always under the cars with us, watching and learning. We're going to start looking for a 1964 or 65 convertible for him.

We're all proud of our Falcons and drive them daily.

Mike Delancey –Duncannon, Pennsylvania



My name is Mike Delancey. I am thirty years old and live in Duncannon Pennsylvania. I just recently joined the Falcon Club of America and I am very pleased to find out just how many members and fellow enthusiasts are out there.

I purchased my 1965 Falcon Sprint when I was 15 years old. I loved the body style and wanted this car for my first car. A family down the road had the Sprint and I bought it for \$700.

It required a lot of fixing up, so my father and I put a lot of sweat and hard work into refurbishing the car.

When I purchased it, my Dad asked me if I wanted it to be an original or to my liking. Of course, being 15

years, I chose to my liking. My car has a 289 engine, 650 double pumper carburetor, B&M Slapstick shifter and 9 inch Posi rear. The interior is completely reupholstered in red. I picked up most of my parts at the Carlisle car show or a salvage yard.

I work as a mailman in my home town and I enjoy getting my car out to show to inquiring patrons and car enthusiasts that I meet.

There is nothing better than getting into my Falcon for a Sunday drive. I am proud to be a Falcon owner.

Falcon

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TLL102EB	65 Falcon With Backup - Hardtop, Convertible.....	ea. \$59.95
TLL102EC	65 Ranchero W/O Backup - Wagon	ea. \$59.95
TLL102ED	65 Ranchero With Backup - Wagon	ea. \$59.95



Sprint Tachs

New 6000 RPM Sprint tachs are now in stock. An exact replica of your original option tach. Made to look like original with greater accuracy and performance. Guaranteed satisfaction!

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New triple plated chrome bed corner moldings for all 1960 - 1965 Rancheros. Stamped steel as original.



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The Rally Falcons

This is the first of several articles that I will write regarding the Rally Falcons. I have researched the story of these vehicles because of their significance, and how well the Falcons performed at these unique endurance events. Sources for this story are magazines and publications including Car and Driver, Sports Illustrated, Automobile Quarterly, and other magazines from the 1963-1964 era.

The Monte Carlo Rally was the most famous and significant competition event for the Ford Falcon. The Ford Motor Company entered a fully sponsored and supported team of Falcons in the 1963 and 1964 Monte Carlo Rally events. Although Falcons were entered in other similar events such as the Shell 4000, Midnite Sun, and Alpine Rallies, most of this story is devoted to the Falcons entered in the world famous Monte Carlo Rally.



Rally events were popular in the 1960s, and the most significant car rally in the world at that time was the Monte Carlo. This event, unlike the docile-calculator type car rallies held in the United States, were grueling endurance tests for the participants—both men (and women) and machines.

What was the motivation for Ford to enter the Falcon into the 1963 Monte Carlo Rally? What unique Falcon model was introduced in 1963? You're correct if you answered the Falcon "Sprint". The new V-8 powered 1963.5 Sprint was introduced to the motoring public at the Monte Carlo Rally held in January, 1963.

The entry of a Falcon into this rally event was quite a departure from the past image of the Falcon developed by Robert McNamara. The Falcon was previously considered as solely an economical means of transportation with a wide choice of utilitarian models to suit most needs. Now, Ford was introducing an optional V-8 engine for the Falcon, and the Monte Carlo Falcons and the Sprints were born.

For a few short years (1963-1964) the Ford Falcon was in its Rally glory, but largely forgotten after the introduction of the Ford Mustang. In 1963, Ford knew that the Mustang would soon be introduced, and the Falcon Sprint with a V-

8 engine and four-speed transmission was introduced to accommodate the emerging youth market without the cost of a completely new development plan. The Monte Carlo event was great advertising for the new Sprint model and bolstered overall Falcon sales.

I'm not certain how much Mr. Iacocca influenced the decision to enter Falcons into the Monte Carlo Rally, but he fully supported the venture and saw it as a great advertising tool. George Merwin was selected as Ford's Competition Manager for the Rally Falcons and his orders were as follows:

"George Merwin will put together a team to participate in the Monte Carlo Rally with the objective of competing well enough to be able to produce favorable publicity, promotion, and advertising to inject some excitement into the somewhat stodgy image the public has of the present Falcon."

The 1963 Ford Falcon Sprint was the impetus for Ford's participation in the 1963 Monte Carlo Rally—The one pictured on this page belongs to FCA club members Ray and Cecilia Johnson. Note: The Rally cars were hardtops, not convertibles.

Mr. Merwin had quite a task ahead of him. He was putting a team together that would compete in a Rally event different from the more sedate forms in this country, and most of the top rally drivers were already under contract. He only had a few months to put a team together that had to make a credible showing. Also, let's not forget that Ford was entering a vehicle that had never been tested in a grueling European-type rally event.

When Merwin first met with officials in Monaco to discuss the participation of the Falcon in the Monte Carlo Rally event, they were excited to learn the Falcon would participate in the event. Privately, they probably thought that a big American car (even the Falcon was considered large) would have much of a chance on the narrow and winding roads that dominated most of the event.

Before progressing with this story, some of you may need to be enlightened on the competitive and scoring aspects of the Monte Carlo event to appreciate the rigors that the Ford rally team faced. The entrants selected separate start-

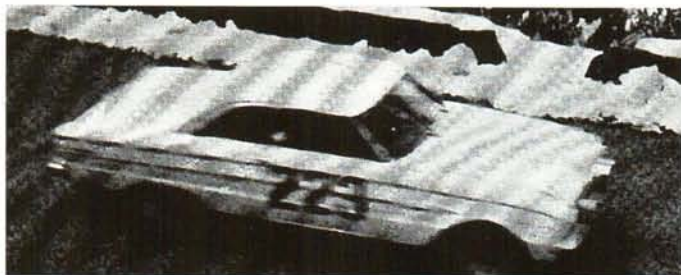
Part I

by Al Aiello
FCA #2502

ing points across Europe and began a nonstop 2,500 mile drive in mid-winter. The drivers and co-drivers (navigators) spent four days and three nights on the road battling fatigue and the challenges of the dangerous roads. A team was penalized 30 points every time it was late to a control center. In addition to the regular time stations, there were several all-out speed sections where the quicker your time, the lower your overall score. These special sections were full-bore speed runs that tested the abilities of drivers and their machines. The objective to win was to score the fewest overall points. A European Rally would be rigorous in the summer time, but the Monte Carlo Rally was held in mid-January and the roads were full of ice, snow, and danger.

The Ford Motor Company did not scrimp on the budget for the Monte Carlo campaign. As noted earlier, George Merwin was selected as the Competition Manager, and Jeff Uren was selected as the Team manager due to his experience with British Rally teams. Three specially equipped Falcons needed to be prepared for the 1963 Monte Carlo event.

This 1963 Monte Carlo Falcon appeared in a 1963 Ford Falcon advertisement for the newly introduced "Sprint".



Jeff Uren was previously the Competition Manager for Ford of England. He was highly organized and assisted Merwin with the selection of available drivers. One of their most important duties was to immediately select three Rally teams. Each team would be composed of a Driver and a Navigator. Two teams would be composed of men, and the other team would be composed of women.

One driver that was high on the list was Bosse Ljungfeldt—also known as Bo. Bo was a large man with an easy smile and he loved competition. At that time he was under contract with Ford of England to drive a Cortina in the Swedish Midnite Rally.

A quick phone call to Ford of Sweden made it possible for Bo to join the rally team. Gunnar Haggbom, also a Swede with considerable rally experience, was selected to navigate for Bosse. Gunnar was highly prized because he had

been the navigator in the winning Saab at the Monte Carlo Rally in 1962.

For the second rally team, Peter Jopp from Great Britain was selected along with American Trent Jarman. Peter had a background in amateur motor racing and rallying. Trant was a sales manager for Car and Driver Magazine and had competed in several Canadian rallies which were similar to European rallies.

For the third team, Anne Hall from Great Britain was selected. She was one of the best rally drivers in Europe and had recently won the top women's prize in the Alpine Rally. Her navigator was a Scottish woman named Margaret McKensie.

With all the teams now selected, support drivers and mechanics were needed. George met with the public affairs director for Ford of England. He recommended that George meet with Bob Scruton who was the managing Director of Lincoln Cars Ltd. in England. This was a good choice because Lincoln Ltd. was a Ford subsidiary that imported all Ford products built outside of England. Their mechanics were familiar with American iron and a deal was struck for space and mechanics.

With drivers and support in place, George and Jeff headed to the United States to meet with John Holman who was President of Holman and Moody. Mr. Holman was informed about what was needed to have a Falcon finish the rally, and hopefully make it a contender for a top prize.

 **More Later — Stay Tuned.**

FALCON



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2002 National Meet Update

TOURS

A couple of notes to last month's article on the tours. The Grand ol' Opry tour is only on Friday night, but the other two tours are available 7 days a week. Many folks intend to arrive in Nashville early in the week and enjoy the sights and sounds before the Meet starts. Just state on your tour registration form (in January issue) the day you want to go and the bus will pick you up at the hotel. The Grand ol' Opry tour sells out far in advance and seating is based on the receipt of your reservation. Plan early.

VALVE COVER RACING

The popularity of the races at last year's National encouraged us to keep the tradition alive. Ray Chevalier of the Northeast Chapter has given his full support to do this in the same basic manner. We want to keep the rules simple but make the event competitive. We will have individual races and a very competitive Chapter Challenge. We will provide the carriage part of the racer to insure uniformity. You must supply the valve cover, of Falcon vintage either 6 cyl or V8. You can dress them up any way you like, but no weight may be added. We will set up brackets by luck of the draw as soon as we get the entries. Races will be held on Friday with the finals on Saturday morning. Currently Ken Earnhardt (Bubba Bus) is the grand Champion.

HOTEL NOTES

If you experience problems with room reservations when calling the 800 number, please call 615-889-9300. If all else fails call Bob Ferguson at 931-455-6448 or email ferg@edge.net. If you have problems with tour reservations contact Dale Holland at 615-883-1446 or dnddeli@home.com. Don't hesitate to get in touch with us, it our desire to make this a memorable event and we are at your disposal.

FALCON MIGRATION

We still need folks to volunteer for the Falcon Migration. Dale is keeping a list of participants. Call or email the number/address above. Certainly there are many who will help in this historic undertaking.

REGISTRATIONS

Registrations are beginning to pick up but we are still short of our goal of 300 Falcons. Total count to date is 77. The door prizes for pre-registered now include a new set of tires and a very sizable gift certificate. We are still working on a complete engine! Leading the way in chapter registrations, after Music City, are Southeast 6, Carolinas 5, Mile High and Mason Dixon 4 each. By states after Tennessee are Georgia 6, Alabama 4 and Texas, Pennsylvania, Colorado and North Carolina each with 3. Where is yours? Send it in today!

F A L C O N
S T U F F



C4DZ-13450-A 1964 Falcon taillight lens with glass backup light lens. Comes with triple chrome plated die cast metal accent bezel. Fits left or right side. Molded with FORD logo. \$50.00 each.



COAF-13783-C 1961-65 Falcon dome light lens. All except Ranchero and convertible. \$5.50
COAF-13788-A 1961-65 Falcon dome light chrome bezel. All except Ranchero and convertible. \$14.50



Seals mount vertically on "A" pillar

CODZ-64025A10-PR 1960-65 Falcon Front body, upper "A" pillar, drain trough rubber seals. 5 1/4" long. \$16.00 pair



C4DZ-16740-A 1964-65 Falcon hood to cowl weather stripping. Properly spaced fasteners pre-installed \$14.50



CODB-6421448-PR 1960-65 Falcon vent window rubber seals. Fits all models except hardtop / convertible. Molded EXACTLY like the originals. \$70.00pr



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1960-64 Ford Car 1965-93 Mustang

P.O. Box 26398 Charlotte, NC. 28221 store: 4140 Concord Parkway So., Concord, NC. 28027 Tech Info: 704-786-8139

Calendar of Events

- April 21** 32nd Annual Flea Market and Car Show, Fitchburg, Mass Airport, 8 AM - 2 PM. Take Route 13 from Route 2, 13 miles west of I-495. \$5., children free. 20 x 20 space, rain or shine. All outdoors, \$25. Toy vendors welcome. Checks payable to Early Ford V8 Club NE, 2 Clearview Drive, Framingham, MA 01701-2823. Necessary calls 6-9 PM only. Larry Crossar, 603-778-4788 or lcossar@mediaone.net
- April 26-27** **The Pacific Regional Meet** will be held in Bakersfield, CA at the Rio Bravo Resort. Contact Nick King at 661-588-9468 or email iking@igalaxy.net. Use the registration form in this issue to register early since the NSRA Street Rod Nationals are the same weekend and hotels will be filled.
- April 26-27** **9th Regional Florida Falcon Show** will be held in Lakeland Florida at the Howard Johnson I-4 @ exit 19 Sponsored by the Suncoast Chapter. Call Joe Stowe at 863-858-8264 for more info or check out our website at www.flfalcon.com.
- May 24-26** **Mid America Regional Meet and All Ford Day** hosted by the Mid America Chapter. Doubletree Hotel, Overland Park, Kansas. Information: Rick Dilks, 913-557-2899. Use registration form in this issue.
- July 25-27** **23rd Annual Falcon Club of America National Convention** hosted by the Music City Chapter, FCA, Marriott Airport Hotel, 600 Marriott Drive, Nashville, Tennessee 1-800-770-0555. Must mention FCA for special \$79 rate. The Music City Chapter is urging everyone to register early for this meet. Use Registration Form on the jacket of this issue. Use separate form, also on jacket, for tours to register directly with Johnny Walker Tours. More info: Dale Holland, 615-883-1446 or dnddeli@home.com or Bob Ferguson, 931-455-6448 or www.mccfca.com

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****NEW****

**1960-63 FALCON
HEATER
BLOWER
MOTOR**
Switch Cable
\$39.95

AT LAST



CENTER DRAG LINK



1965 Falcon Manual Steering Only.
C5DZ-3304-A **\$150.00**
1960-65 6 Cyl. All M/S
C3DZ-3304 **\$75.00**
Falcon & Comet

HARMONIC BALANCERS

1960-1971 All 144-170-200 Eng. **\$119.95**
1965-1968 All 289 Engines **\$119.95**



**HEAD LIGHT
DOORS**

1964 FALCON
\$99.00pr



****COMING SOON****

TURN SIGNAL SWITCH

1960-62 **\$35.00**
1963-64 **\$39.95**
1965 **\$29.95**
(Falcon, Comet, Fairlane)



**** COMING SOON ****

**HEAD LIGHT
DOORS**

1964 FALCON
\$99.00pr



KICK PANELS

with spkr holes
\$99.95pr
w/o spkr holes
\$54.00pr

Heavy duty fiberglass
with correct grain.
Red or Black



****NEW****

FUEL SENDERS \$49.95 ea.

1960-65 Falcon 6 cyl. All
1960-63 Comet 6 cyl. All
1963-64 V/8 Falcon All
1964-65 Comet All
1960-63 Falcon/Comet Ranchero, S.W.
1964-65 Falcon/Comet Ranchero, S.W.
1962-65 Fairlane All Ex. S.W.



SPECIAL SALE

1960-64 FALCON/COMET
Door Panel Arm Rest
Red or Black
\$20.00 pr



GAS TANKS

1960-65 Falcon 6 cyl.
12 gal. **\$200**
1964-65 Falcon
15 gal. **\$179**
1962-65 Fairlane
\$300



1964-1965 FALCON

Trunk Lock
Sleeve & Gasket
\$39.95 ****NEW****



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Fax: 1-602-997-0624



Hours: Mon.-Fri. 7:30 - 5:00
728 E. Dunlap
Phoenix, Arizona 85020

FEATURE FALCON

Before &



During



Before

Ronnie Smith

After



Ronnie Smith of Upper Strasburg, Pennsylvania had a 1964 Sprint which he enjoyed and liked very much. He looked long and hard and found this 1965 Sprint convertible. He says, "Maybe I should have looked a little harder, because this car needed alot of work!"

He put on new quarters, floor pans, different fenders and a new door. "Theres not much of the original sheet metal left! I worked for two years on the restoration; my wife says it was a labor of love."

He put everything new he could get on it from the suspension to the interior. He dropped in a 302 bored 40 over with a street cam, Edelbrock intake and carb, MSD ignition, Dougs Headers and a Flowmaster exhaust, along with a Ford toloader 4 speed transmission, Hurst shifter and 411 rear gear.

He says "Now it's time to put the top down and enjoy!"

After

Classified Advertising

FALCONS FOR SALE

1960 FALCON 2 door wagon: only 50,000 miles; original paint; original interior; original 6 cylinder with 3 speed manual; white with tan interior; real nice body; new tires, brakes, water pump, etc. \$3,500.00 with many NOS parts \$5,000. 314-351-1789 Keith Litteken, 11394 Revere Ln. St. Louis Mo. 63128-1416 or kslitteken@aol.com

1961 Ford Ranchero . 170 6cyl. clean straight body, 3 speed - manual . two tone . A/C . \$3,000 or best offer. 661-297-3896 or brenfro@socal.rr.com

1962 Falcon Sports Wagon. All work records from June 1990. Driven daily. Completely restorable. Taking offers. \$1500. Howard M. Foos, Box 216, Elmer City, WA 99124-0216

1963 Falcon Ranchero. 170 CIC, 6 cyl standard shift. Bright red with nice black interior. AM/FM Casette, custom wheels. Nice paint, good tires. Real head-turner. Fun to drive and show. \$4950. Bill Bradshaw, Locust Grove, VA. 540-972-8583

1963 Falcon Futura Convertible, white exterior, red interior, 302 V8, automatic, Granada front disk brakes, many new parts and upgrades. \$8950. Contact Charlie at 703-821-0664. VA

1963 Falcon Squire. Black on red, newly treated gas tank, new fuel pump, carb, exhaust manifold, starter, batt. cables, selenoid, 2 spd, heater core & plenum, rear window switch & tumbler, K.Y.B.'s. Jim Carrigan 4865 Sonoma Hwy., Santa Rosa California 95409. 707-538-4756 or BigJhub@aol.com

1963 Sprint HT. Detailed stock 260 V8, C4 A/T, P/S. Rust free original CA car with black and yellow plates. Flawless detail to interior, exterior and undercarriage. Ragoon red with black and white leather buckets and center console. Covered and garaged, ready for show or classy daily driver. \$14,000 or interesting trades. John Boruff, San Diego. 619-733-4230 or johnb@frw.com.

Two 1963 Falcon Sprint hardtops for sale. First Sprint - white/turquoise, 260 V8, 3-speed column, restored in 1988, very solid and good condition, \$3900. Second Sprint -

blue/blue, 260 V8, 2-speed automatic, disassembled, needs radio and rear floor pan, otherwise very straight and solid, \$2,200. Joe Vitale, 985-796-9308 or joevitale3@juno.com. Folsom, LA.

1963½ Sprint Hardtop, black-plate California car in respectable original condition. White w/ red interior & spinner wheelcovers. 260/2 spd. w/141,000 miles. Factory A/C & power steering, well maintained w/recent brake job. Runs great! Needs good home and TLC \$4300. OBO. call Russell Sabini at 415-716-7910 days, 415-775 -1342 eves.

1965 Falcon window Van Deluxe Club Wagon with 240 cu. in engine and 3 speed transmission. Body showing rust on lower panels. Frame and floor appear to be okay. Needs restoration. Asking \$ 725. U.S. OBO. Lloyd Marshment, Sarnia, Ontario. 519-542-3684

1965 Sedan delivery project, 1994 302-1-10. 5 speed trans., disc brake rear end. Needs to be put together. \$3500. Ira Souders, St. Louis, MO. 314-752-3359.

1965 Sedan Delivery Factory V8, auto. Deluxe. \$5500. Ira Souders, St. Louis, MO. 314-752-3359

1965 Futura convertible, 200 6 cyl, automatic trans., power top. Stored in carport past 15 years. New gas tank, exhaust manifold and whitewall tires. Spinner spoke deluxe wheel covers. Runs excellent, no oil leaks. Straight rust-free body and floors. Only rust in back lower rear quarter panel. Car needs paint and interior. \$3000. Dick Goodell, Franklin, NC. 828-524-7518. Cell: 828-507-6331

1965 RANCHERO, Deluxe, 289 V8, 4 speed, bucket seats, console, tinted glass, power steering, original, excellent condition. Drive anywhere. Can be seen in the Falcon News, National Convention issue (December 1999); page 22 (V3) \$7500. 757-562-773. Barry Roberts, Franklin, VA.

1965 Falcon Ranchero. 289 4 speed. Tonneau cover. Good condition. \$3500. Alan Crisman, Monroeville, PA. 412-496-2089.

1965 2 dr. HT Project Car, Straight body no rust, Complete trim package, 289, Automatic. Flawless glass. Car needs interior, motor runs but needs attention. This car has been garage

kept for several years. Pictures if needed. I would like \$4800. for the car. Contact David Domingue at 337-235-6286 or david.domingue@pathfinderlwd.com. I'm located in Lafayette, Louisiana

1966 D Falcon Ranchero. Black, 289, 4 speed with original shifter, original bucket seats, brand new Crager SS mags, dual exhaust, power steering. Interior completely redone. Exterior very good, no rust or rot. Located in Connecticut. Got remarried, bought house, have to sell. \$6,700 OBO. Bob at 203-250-9056 or rw0849@snnet.net

'63 Ranchero 289 Standard	\$300
'64 Futura H/T 6 Auto	\$600
'65 Futura 6 Auto	\$1000
'65 Futura H/T 8 Auto	\$800
'66 Ranchero 289 Auto	\$1,200

Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or jbranson@mail.win.org

OTHER CARS FOR SALE

1963 Fairlane Sport Coupe. Factory 4 speed & clock. All black with insert and red interior. \$3000 paint job, rockers, spokes, white walls. Absolutely gorgeous car. No disappointments. Motor & undercarriage detailed. Over \$15,000 invested, asking \$13,000. Ron Steinke, 801-561-4957. Utah.

1935 Ford 4-door sedan. Running, flathead with clear title. Rod or resto project. Photos: www.hillbillyrodandcustom.com. \$3500 or trade for 1963-65 convertible or hardtop. Matthew Edwards, 515-382-2089 or falconsprint63@aol.com

1965 Comet Caliente. Mint condition, 289, C4 automatic. \$9995. Jake 206-781-5230. Seattle.

1963 Comet S22 convertible, buckets, 170 6 cyl. automatic. Beautiful condition, 69,000 miles. \$8995. Jake 206-781-5230. Seattle.

Note: Other Cars for Sale ads by FCA members only will run occasionally at Editor's discretion.

FALCONS WANTED

1965 Falcon Wagon. Looking for a good to excellent body, for sale or trade. Will consider 2dr/4dr, 6 vs.8 running/not. Incomplete OK,

not interested in wrecked or rust bucket. Have several project cars for trade: 1965 2dr plain/V8stick, 1965 2dr Futura 6/auto, 1962 Ranchero, 6/stick. Lenny Kellogg 7345 WCR #24 Loveland Co. 80538. 970-593-1964 or lenkellogg@juno.com. Colorado

Wanted: 1965 Falcon Convertible, prefer 289, Tony DiTullio, Rockford, IL . 815-399-6236 or ddinil@aol.com

Wanted: 1963 Comet Convertible, '63 Comet Hardtop or '63 Comet 2 door. Bill Langdon, 276-694-3452

PARTS FOR SALE

Sprint tachometer. Dearborn Classics reproduction. 0-6000 rpm. Excellent condition, used only 8 months. Original cost - \$300 + shipping. Sell for \$250 shipping and insurance included. Tommy Cook, 221 Vandyke St., Kernersville, N.C. after 6:00 PM eastern at 336-993-3533 or tcCook@adeleknits.com

Falcon CV top frames GD.\$100.65 Deluxe Ranchero parts; tailgate stainless top no dents \$65; roof over bed mldgs. need replating \$30 pr; drip rail mldgs. \$55 pr; complete doors no rust or dents w/stainless mldgs. ventshades body mldgs \$200prinner tailgate panel no rust \$50; outer tailgate panel needs straightening no rust \$50; Misc V8 suspension and brake pts. call; 64 radio dash bezel \$45; 62-63 gravel shield \$60; John Nunis, 434-299-5339 or nunisrestorations@yahoo.com

PARTS FOR SALE: ALL NOS '60-'63 trunk latch - \$50; '63 gravel shield - \$65; '63 tail lamp lenses w/B/U - \$90pr.; '62-'63 hood letters "F", "O", "D" \$10 ea.; '63 260 V-8 emblem \$45 ea.; Dagenham B/U switch - \$45; '62-'63 fender top ornament (RH) - \$75; '63 Sedan rear view mirror - \$35; 6 Cyl. cam + lifters - \$65; '67 horn ring - \$25; '60-'63 temp & fuel gauges - \$40 ea. USED PARTS: '64 Convert. top switch & plate - \$30; '63 260 V-8 emblems - \$15 ea.; 5 & 6 bolt bellhousings for V-8 - \$50 ea.; '62-'64 tail lamp lenses \$15-\$25 ea.; '68+ grill - mint - \$65; '60-'61 trunk lid ornament - very nice. Call Ron Johnson, 123 West Mountain St., Worcester, MA 01606. 508 - 852-0794 or Falcnparts@aol.com

Kellogg's Garage has opened a new warehouse! We have parts for 1960-68 Falcons, and have just acquired a large collection of 1963 Futura/Sprint parts. Excellent trim, chrome, grilles, mechanical items, 13" and

14" wires, a 302 FI/roller motor, Lincoln Versailles 9" and a tach. Email your needs to Lenny Kellogg; lenkellogg@juno.com or call 970-593-1964. Colorado.

Parts for Sale: 1963 Falcon NOS. Temp cable \$35.; 6 cyl. muffler \$65.; 6 cyl. exhaust manifold \$175.; V8 arm and bushing \$175.; Gas cap, driver quality \$30.; Fender top ornament, driver ququality \$95 pr.; Foxcraft skirts and scuff plates \$250.; Door moulding \$110.; Quarter moulding \$150. Many more. Frank G. Stewart, Lorain, OH. 440-282-6277

Carburetor kit 1962-66 all V8 with Ford carb. \$24.; parklamp lenses 1962-63 NOSR \$16. ea.; taillamp lenses NOSR 1960-61, 1962, 1963 with back-up \$18. ea or \$34. pr.; disc brake pads 1968-70 \$15.; Wheel cylinder kits \$4.50 ea. + postage. Wayne Hood, 228 Revell, Grenada, MS 38901. 662-227-8426

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$120.00. Specify engine size and year. Bands \$45.00 each, adjustable modulator \$12.00. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, P. O. Box 245-FC, Needham Hgts., MA 02494-0245 781-449-2065 Evenings or Autotran4@aol.com

170 CID 6 cyl. engine \$50.; trailer hitch, clamp-on to fit rear bumpers 1960-63 Falcon \$50.; pair of rear fender skirts from 1963 Falcon conv., Robin's Egg blue \$60.; auto tow bar to fit 1960-63 Falcon bumpers \$75.; right fromnt fender 1962 Falcon, primed \$150.; John Boston, 8570 Chevington Chase, Pickerington, OH 43147. 614-864-6328

1962 Sedan Parts; Rear seat (black), grill, headlight buckets with beauty rings, pair vinyl sun visors with rear view mirror (black), rear window with chrome trim, interior metal molding (all panels), instrument cluster, splash panels, outside rear view mirror (driver side/ square), clutch and brake pedal assembly, 6 cylinder to V8 motor mounts, door latch (pair body side), left rear window glass, throttle pedal lever, pair tail lights complete, ash tray, three speed steering column w/ gear box, windshield wiper vacuum motor, rear window cranks. Curtis W. Paskey, La Porte, Texas. 281-470-7201 or curleepas@msn.com

LOOKING FOR SALE OR TRADE — I have a 1963 console in very good condition

would like to trade for a 1964 console in good condition. I would like to find a blue one. Also looking for a rebuildable 8" posi trac. John G. Payne, Broken Arrow, OK 74145. 918-357-1353 or 918-269-8149 (M) or jgpayne@darrequipment.com

1962, 2 door, front seat lower cushion upholstery, gray cloth and vinyl, excellent condition, \$45. + UPS. Brian Gatzow, N50W17894 Greenview Ave., Menomonee Falls, WI. 53051. 262-781-5392 evenings or bdgtzw@aol.com

1961-62 Sedan Futura bucket seats, padding 95% there. Plastic all there only one place cracked. Need recovering. Some say will fit convertible, I know runners not the same as convertible. \$200. 1966 Sports Coupe bucket seats. Need recovering, Metal there. Runners OK. Emblem is still in upholstery. Padding still intact. \$150. Have door panels in black for 66 Sports Coupe. Two sets. \$100. and \$75. Much more front to back, call Archie Ershery 727-797-6817 or dameyl1@tampabay.rr.com

HUBCAPS: '63-65 - 13" Wire spinners \$100. to \$150.. Three 14" \$100. '61-'62 13" full cap \$15 ea. '62-'63 13" full futura \$15 ea. -\$40 set. 1964 - 13" full with small bird 15 ea. -\$45 set. 1964 - 13" full with six slots \$15 ea. - \$50 set. 1964 - 14" full with six slots \$20 ea. - \$60 a set. 1964-65 - 14" six slotted with spinner \$125 and \$150 a set of four. '60-'63 Dog dish black with black or white letters \$15ea. or \$40 set of four. '64-65 Dog dish \$15ea. or \$40 a set. 1966- dog dish \$15 ea. or \$40 a set. 1967 14" blue center wire spinners \$130set.(only one set). 1968 14" full ford crest \$15 ea. \$50 set '68-70 14" \$15ea. or \$40 set. '68-70 14" black center with Ford crest \$20 ea. or \$75 set. 14.in. FORD MOTOR COMPANY \$20 ea. or \$60 set. Thank you. Shipping, handling and insurance added when shipped. Have pictures of all caps. Dan Amey 1771 Ragland Ave., Clearwater, Florida 33765-1617 or dameyl1@tampabay.rr.com

1966 Falcon parts: Sport Coupe interior: tan, very good cond. Includes 2 bucket seats, rear seat, door panels, door panel rails, 3 arm rests, package tray. \$300 for all. Grille \$75.; gas cap \$25.; horn ring \$25.; trunk lid with emblem \$35.; dash plastic 4 pieces \$40.; flasher indicator \$15. All parts in very good condition. Rick Dilks, Paola, KS. 913-557-2899

Fordomatic 2 speed transmission for sale with torque converter. Completely rebuilt in April 2001, Have all receipts. Low miles, works fine. Taken out of '64 Sprint. \$600 or best

Classified Ads

offer. Can help arrange shipping if needed. Ed Gallagher, Burbank, CA. 818-563-3944 or ehgallagher@earthlink.net

NOS FALCON PARTS:

'60-'62 hood hinges \$40 pr.; '60-'65 4 speed steering collar \$40; '61 grille \$150; '60-'63 fender skirts \$100 pr.; '63 Futura side trim, door piece \$50; '65 dash plastic, radio Pc \$75.; '67 grille \$250.

USED OR REPRODUCTION PARTS:

'60-'65 Ranchero bed screw kit \$20; '65 horn ring \$25; '65 grille, like new \$300; '63-'65 6 cyl. exhaust manifold \$50; '63-'65 convertible 5 pc. upper & outer windshield trim \$75. Rick Dilks, Paola, KS. 913-557-2899

Large 20 year collection of good used parts for 60 thru 69. Hoods, \$75 to \$100. doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Torino Hood with air scoops fits 70 1/2, \$75. Many body and chassis parts too numerous to mention. Also parts for 63 and 64 Comets and Fairlanes. Complete Fiberglass front ends for 60-'61 Falcons—New \$600. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or jbranson@mail.win.org

PARTS WANTED

Driver's side window regulator for 1964 Falcon Sprint Convertible and rear part of console for same. Also need a drivers-side vent window. Call Don at 1-800-827-5758 and leave message or papaboolay@aol.com.

Don Bentley, 102 Northpoint Drive, Williamsburg, VA, 23185

For 1964 Ranchero 260 cid, Ford design 4 speed: large spring on left side of shifter control bracket; throttle return spring bracket (attaches to left head with rocker cover bolt); red dashpad, door and kick panels; "Deluxe" dash plastic sections; spare tire retainer. Skip Goddard, 2625 W. Virginia, Tucson, AZ 85746-3024. 520-883-0995

Factory Ford roof racks for 1964-1965 station wagon. Alan Crisman, Monroeville, PA. 412-496-2089.

Parts wanted for 1965 Deluxe Futura Station Wagon: gas cap with FA (first part of "Falcon" in side moulding at rear of car) letters in it, black center. Tailgate window, roll-up handle and lock and key if available. Leon Torgerson, P.O. Box 301, Verononia, OR 97064. 503-429-7105.

Rear tail light trim pieces for 1962 Country Squire Wagon. Any condition wanted. Contact Brian Carroll, Puyallup, WA. 253-845-4690 or ClassicFalcon@aol.com.

I am seeking a new or like-new left side headlight door (trim around the headlight) for my 1967 Falcon. Also a "Sports Coupe" script, same car. Roger Bulla, 219-763-4673 or rbulla1@gte.net. 95 Diana Rd., Portage, Indiana 46368

1963 FALCON Deluxe 2 door wagon parts. They must be in excellent condition either used or NOS. Gas cap, grille, bucket seats, console, side trim, non column shift steering column, park/signal lamps, power rear tailgate window parts, etc. 314-351-1789. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416 or kslitteken@aol.com

Inner fender panels for 1963 Falcon 2 dr. htp. must have no rust and be in otherwise good condition. Need to be cut from firewall carefully so re-installation (welding) will go smoothly. Contact Don Sublett about price and delivery at 606-928-8875. Cattlesburg, KY

1964 Falcon. Back-up light switch for 4-spdl toploader transmission. Part # C4DZ 15520-A (SW-408) Robert Harter, Washington, DC. 202-986-3680

INFORMATION NEEDED

Need information! Question? Can anyone tell me how many 1965 Deluxe Rancheros were built with A code engines and 4-speed? Bob Shull, P.O. Box 5449, Salton City, CA 92275. 760-394-5535

I have just purchased a 1967 Ford Falcon. I would like to have the engine rebuilt and need to locate a responsible honest mechanic who could service the car. I live in Manhattan and I have the car in Long Island, New York right now. I was wondering if any of you knew

— continued on page 18

Don't See Your Ad? Keep Reading!

The "DUH" award for last month and again for this month can be inscribed with Tommy Cook and forwarded on to my home in Kernersville, N.C.

I must admit that I didn't pay much attention when the classified for my reproduction Sprint tachometer did not appear in the Dec. issue of *The National Falcon News* as it had in Nov. I certainly wanted the ad to run again, as I had not sold the item. With the holidays and all, I quickly forgot about what I thought to be an oversight on your part. I was confident that the ad would re-appear in the January issue which I received today.

I must admit that I was pretty perturbed by the time I got to the end of the classifieds and my tachometer ad was not included. Add that to the fact I told a prospective buyer recently that the ad had been renewed and would be in the next issue if he didn't buy the tach - you get the idea.

At some point between when I received the January issue of *The National Falcon News* and this morning, I decided to re-read the guidelines on how to advertise in the publication. Lo and behold — there in boldface type, no less, was the answer to my dilemma. But surely, this was a new rule, and new guideline; that's why it was in bold, right? Well, it appears the same in the Dec. issue, and the one before that, and the one before that, etc, ad nauseam. I have included in this e-mail the text of the classified ad as it appeared in the Nov. issue. I do not wish to make any changes. Thanks so much, and my sincere apologies for even remotely considering you to be at fault for my own lack of thoroughness!!

Tommy Cook
Kernersville, N.C.



2002 Mid America Falcon Regional Meet & All Ford Show

Hosted by Mid America Falcons — May 24-26, 2002

Doubletree Hotel Corporate Woods
Overland Park, Kansas

Name(s) _____ Phone: _____

Street _____ State _____ Zip _____ Email _____

REGISTRATION FEES:

Falcon Regional Meet \$15 _____ After April 15: \$25 _____ Second Falcon \$10 _____ after 4/15: \$15 _____

All Ford Show: Regional Meet participant \$10 _____ All Ford Show only: \$12 by 4/15 _____ after 4/15: \$15 _____

CATEGORIES: Stock Unrestored Daily Driver Modified Diamond in the Rough

Mid America Falcons reserve the right to adjust classes as necessary.

Car(s) 19__ Model _____ Category _____

19__ Model _____ Category _____

Registration Total \$ _____

T-SHIRTS: \$15 (S, M, L, XL) Number & Sizes _____

T-SHIRTS: \$20 (XXL, XXXL) Number & Sizes _____

T-Shirt Total: \$ _____

SWAP SPACES: \$15 Number _____

Swap Space Total: \$ _____

AWARDS BANQUET: Saturday May 25th 6:30 PM

Number : Chicken Entree _____ Beef Entree _____

____ Adults \$20. _____

____ Children (12 & under) \$10.. _____

Banquet Total: \$ _____

Grand Total: \$ _____

Make checks payable to:
Mid America Falcons
602 N. Harrison
Spring Hill, KS 66083

Doubletree Hotel Corporate Woods
10100 College Blvd.
Overland Park, Kansas
800-222-8733
Falcon Show Rate, \$69 til 5/1/2002

More information?
Rick: 913-557-2899
Phil: 913-592-3571

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby63@earthlink.net

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby63@earthlink.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

ALL ADS MUST INCLUDE YOUR LOCATION.

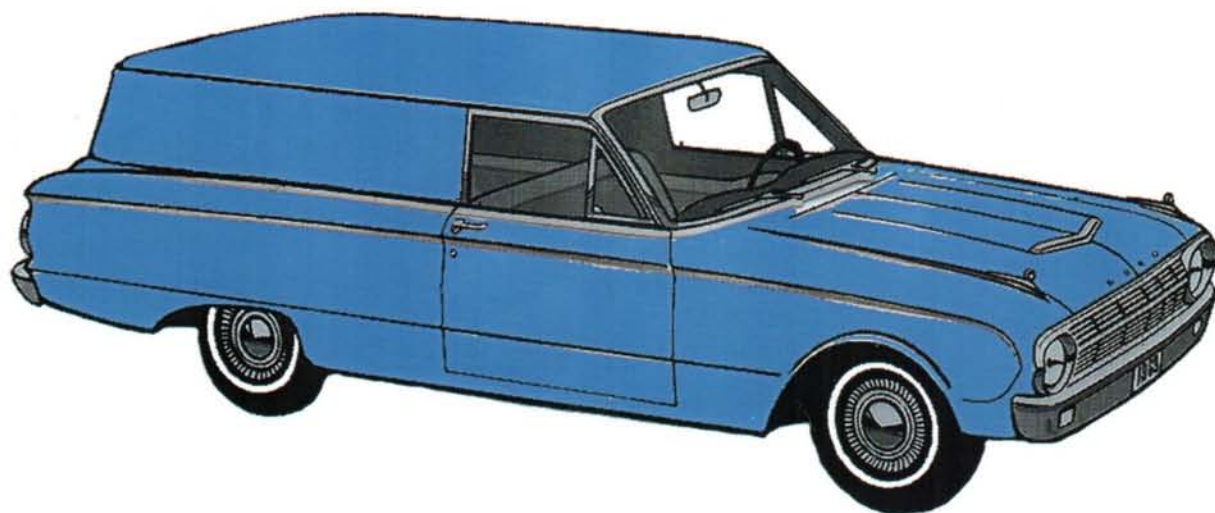
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.

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North Highlands, Ca. 95660
(916) 339-2818 Phone
(916) 339-1516 Fax

Tours Available



Southeast Chapter Visits Shades of the Past



Gary Goddard of the Southeast Chapter (Georgia) reports that Six Falcons from the chapter made the trip to Pigeon Forge, Tennessee for "Shades of the Past" Street Rod Nationals in September. Here Chapter members enjoy the show. Hey Wallace — nice hat!

Mid America Chapter Holiday Party



Mid America Chapter members were entertained by Sara, "Bert" and Arnie Morgison's granddaughter during the Chapter's annual holiday party. She played seasonal favorites beautifully on the harp while the Chapter dined on potluck dinner. For dessert, Bert made this Falcon cake. She's a professional, can you tell? It was pretty and delicious too. Bert and Arnie are from Lawrence, Kansas.



Wheat State Hosts Regional Picnic



Twenty-one Falcons from 5 states traveled to Salina, KS for this "mini-meet" in August. Highlights included lots of great food, including mini-burgers from the famous Cozy Inn, plus John Saindon's flaming 1964 Falcon hardtop. More on this head-turner in a future issue!

Classified Ads

where I can get the car serviced? Thank you. Email: Carolyn Nicola at Nicola202@aol.com

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Falcon trailer, no title, needs work, \$150 OBO. Mike Thompson, Baltimore, MD., 410-646-0179 or frontenac60@aol.com

Paint chip sets, 1960, 1961, 1968-70. \$8 per year. \$1.00 postage. Wayne Hood, 228 Revell, Grenada, MS 38901. 662-227-8426

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. Owners Manual: '63 \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Alex Voss 4850 37th Ave. So. Seattle, WA. 98118. 206-721-3077 or alex@books4cars.com

NOTICE

Forming a new Virginia Chapter of the FCA. The area to be covered will be 150 mile radius of Richmond. Anyone who is interested in joining a family oriented, active Falcon club please contact Lee Salisbury at 804-226-4791 or email me at clouddancer01@mediaone.net. I will return email or phone messages promptly.



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Go Stock — And Handle with Care

For years I have run an old 260 and if parts prohibit at times, an early 289. I get a lot of requests for means to build it and what parts will be needed to really go. After a long time with Shelby stuff in my background it is small wonder that there is little over mom's station wagon in his motors as far as specs go. (tuning-wise, Carrol Shelby did a cam and manifold) One of the most savage motors I built for my old Comet drag car was a stock cammed 302 with a 600 vacuum secondary on it. What I did do was to correct a lot of the discrepancies that Ford's mass production ways overlook, and not much more. At 7200 rpm it ran 12's. It showed me the good found in cheap-to-get (I was in engineering school then) and attention to details as that was the only resource I had. Sure, M&H's on a 4.30 posi helped, but the stock motor didn't know when to slow down. The bottom end was cleaned, inspected for wear, fit-up and damage and de-burred with a drill & stone. Low-friction moly rings and Clevis bearings and a good used high volume oil pump closed it up. The 289 heads were looked at cleaned, de-burred in & out. At age

18, a set of old valves and lapping compound cleaned up the seats and the valves got spun in a drill press till clean and seat area was presentable to be lapped to the resurfaced seats. A lucky find of T-Bird 429 springs assured no valve float and I buttoned it up with my old 4V manifold and Holley 600. A lucky shot with curving the distributor is what I attribute to this day on how well that stocker ran. In those days \$35 to do that was a lot of money. I do remember the degree of care that went into that motor as the main factor. It proved to me that "buck-a-horsepower" is a realistic dream even today if the brain is in gear.

28 years later, my means of building are a lot more formal since more things occupy my mind as a family man. The philosophy of stock parts sticks with me as a religion now. My motor for road trips is an old 260 cleaned up with similar means except I believe the Speed-Pro low friction rings may be Buick V6 application and I would love to know what the 2-bbl was from, I'll bet a 390 or something. At least it looks and fits exact. The same old stuff of pushing shop manual tolerances to the limit in my favor holds true and is cheap if junk parts are plentiful.

26 mpg wasn't bad with my 2.75 open rear. One of the things that killed the old motors for economy and go was the early automatics as opposed to the manual trans. My 260 never went away. It takes turns pushing the Falcon when I don't want to be a trailer queen. Just for comparison, that motor did a tour of duty in my '79 Capri, back in 1986 and showed up a few early 5.0's at their own game, making them almost lose their lunches. It isn't about horsepower but torque because that is where the motor hangs out most of its life. It

seems all my modifications work their way back to stock or near-stock as they get tuned in and running right. I just built a 460 for my truck and tried pure stock; and in its range of common use RPM, the best of my big blocks is this stocker with good tuning and care in its build. Not even the CJ, back in 1989 pulled like the 93 stocker does in that truck.

If your motor runs out of breath as you shift, it is probably tuned to pull harder in the RPM where you use it. If you over-tune a motor you do not get to use its power gains unless the whole powertrain is redesigned to work with it. The bottlenecks in the breathing or the weak links in the driveline are few, but pretty bad on old Fords. There was a lot of

"last minute" engineering going on here as these cars evolved. The

idea is to locate the problem and not to try to correct it somewhere else. I know a fellow running a '73 Merc in pure stock NHRA at 11.95 last I heard. I admire his attention to detail and the reliability of the motor, a 351-C 4V.

In 33 years I have tried a lot of performance tricks. My conclusion is that few of those tricks will outweigh thorough work and care.

Follow-up—

That quest to get others interested in the Falcon V8 headers was a bigger hit than I ever dreamed. (See January 2002 issue.) I am setting it up so that people deal directly with DynoMax/Cyclone, cashwise and getting the headers. All I set out to do was satisfy the manufacturer's request for a good size production run and the demand for the product is overwhelmingly good. I am asking all respondents for e-mail requests that I can forward to the plant engineer at DynoMax's header assembly. That way he will know we are serious. If you wonder what's in it for me, this is the only way I can get this fine, but obsolete, product reproduced with today's superior materials. I think this is prudent, as most of us have Falcons as keepers. These headers are an accident of sloppy design that wound up just working amazingly well in stock and performance cars. Their ease of installation was what first sold me, then the chance to try all the others with less-than-stellar GO POWER in comparison to these.

Performance Tech Advisor

Bruce Thompson,
860 Vosseller Ave.
Martinsville N.J. 08836
Telephone 732-563-9337 (H) — 732-205-2878 (B)
e.hixenbaugh@worldnet.att.net

FALCON FAMILY FOTOS

Bryan Hardy – Denver, Colorado

I purchased my 1965 Falcon Tudor Wagon in 1983. The guy was going to send it to the crusher, so I got it for what they were going to give him. We finally got it started and I drove it home, asking myself "what have I gotten into?" I had never restored a car but worked on them a lot. I pulled the rocker arm covers and found that the oil had hardened and built up around the valve springs so much that I couldn't even see the valve springs, just these cones of hardened, dried oil gunk.

I put in a rebuilt 289 and C4 transmission and took it on a 2 week vacation

pulling a small tent trailer from San Diego, to LA, San Jose, Sacramento, and back to Denver. It ran well but had overheating problems before I had a 4-core radiator installed in LA.

I then proceeded to drive it to work every day, haul lumber and whatever in it, and tow my motorcycles to the mountains in a trailer. It was a very reliable utilitarian vehicle. One year, when the temperature was 10 below zero for about a week, the Falcon was the only car of the three I had that would start.

When I bought the car, I wasn't aware of all the Falcons being restored and all the parts and stuff available for Falcons. In 1998, I decided to restore my toy wagon, and I wanted to know what it would look like finished. This picture is one I painted of my Falcon as I envisioned it in a finished state. I liked the results and proceeded to tear it down and begin the restoration process. I got greedy and installed a built 351 W between the shock towers after finishing the engine compartment to a show winning shine.

The car is now in pieces being sand blasted and the interior being done, but the artwork is hanging in my art studio above my drawing board to spur me on to the finish.



Dick Hummel – Berkeley Springs, West Virginia

Dick Hummel writes, "My 1963 Ranchero has a 302 with automatic transmission. I had to put heavy duty coil springs in the front to raise the weight so the wheels would turn! I once owned two Rancheros, two convertibles, a hardtop, a sedan and a station wagon at the same time. I loved them so much I couldn't pass a junkyard without buying one and rebuilding it!"



The Music City Chapter, FCA
invites you to the
2002 Falcon National Convention
July 25-27, 2002



Show Registration Form

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State: _____ Zip: _____ Phone: _____

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FCA # _____ Chapter Affiliation _____

Entrant releases the FCA Inc and the Music City Chapter from all liability.

Signature: _____

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Year	Color	Body Style	Category	Class (FCA Use)
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

*Stock, Daily Driven, Modified, Diamond In The Rough, Masters

Remittance	By June 1, 2002	After June 1, 2002	
First Vehicle	@ \$20	@ \$30	\$ _____
Additional Vehicle	@ \$15	@ \$20	\$ _____
Display/No Vehicle	@ \$15	@ \$20	\$ _____
Swap Spaces	Member @ \$20	Non Mem/Commercial @ \$30 ea	\$ _____
National T-Shirts	Qty S M L XL	@ \$14 ea	\$ _____
National T-Shirts	Qty XXL XXX L	@ \$16 ea	\$ _____

**These shirts will be highest quality, colored (blue/yellow), 50/50 blend; probably six to eight color design

Banquet	Qty Adult _____	@ \$28 ea	\$ _____
Banquet	Qty Child _____	@ \$10 ea	\$ _____

Total Enclosed \$ _____

Will you have a trailer? Yes No

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